

COMMUNICATION

TO: LOS ANGELES CITY COUNCIL

File No. 08-2595-S2

**FROM: COUNCILMEMBER BILL ROSENDAHL, CHAIR
TRANSPORTATION COMMITTEE**

COMMUNICATION FROM CHAIR, TRANSPORTATION COMMITTEE relative to supporting a 5.4 mile continuous Wilshire Boulevard peak-hour bus lane project.

Recommendations for Council action, as initiated by Motion (Rosendahl – Koretz):

1. AFFIRM support for a 5.4 mile continuous Wilshire Boulevard peak-hour bus lane project between Park View Street on the east, and San Vicente Boulevard on the west.
2. REQUEST that the Los Angeles County Metropolitan Transportation Authority (Metro) complete the necessary additional environmental review and analysis for a continuous peak-hour bus lane project on Wilshire Boulevard between Park View Street and San Vicente Boulevard.

Fiscal Impact Statement: None submitted. Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted.

Summary:

On January 7, 2011, Council considered motion (Rosendahl – Koretz) relative to the Wilshire Boulevard peak-hour bus lane project. Motion states that since 2004, the City of Los Angeles has been working with Metro to implement peak period bus lanes on Wilshire Boulevard. The goal of the project is to improve service reliability and increase bus speeds thereby reducing passenger travel times and making public transit a more attractive commute option. On December 9, 2010, the Metro Board voted to remove a segment of the project from Comstock Avenue to Selby Avenue. Council referred motion to the Transportation Committee for consideration.

At the Transportation Committee meeting held January 12, 2011, the Committee Chair discussed this matter with representatives of Metro and the Department of Transportation. Members of the public in attendance in support of the removal of the Comstock to Selby Avenue segment from the project stated that the proposed Wilshire Boulevard bus lane project should stop east of Beverly Hills. It was stated that removing one lane of traffic for buses would create gridlock and would not incentivize drivers of vehicles to try public transit.

Other speakers urged the Committee Chair to support the inclusion of the Comstock-Selby segment in the Wilshire Boulevard bus project. It was stated that full implementation of the bus lane was needed to get the full benefit of a bus lane. The project would help the environment and the city's working class bus riders. Wilshire Boulevard was characterized as the most-used transit corridor in the nation. Bus-only lanes are used in cities throughout the world, and need to be employed in Los Angeles. Speakers stated that the segment was removed due to opposition of a small number of wealthy local residents at the expense of working class bus riders. It was also stated that reducing the project scope would jeopardize federal funding.

The Committee Chair stated that the initial 5.4 mile construction of the Wilshire Boulevard bus lane should be considered to be "Phase I" of the project. Its construction does not preclude the construction of additional segments along Wilshire Boulevard in the future. Metro staff was asked to report back should any federal funding or other issues arise relative to this project. The Committee Chair recommended that Council affirm support for a 5.4 mile continuous Wilshire Boulevard peak-hour bus lane project between Park View Street and San Vicente Boulevard, and that Metro complete any necessary additional environmental review.

Respectfully submitted,

- NOT OFFICIAL UNTIL COUNCIL ACTS -

BILL ROSENDAHL, CHAIR
TRANSPORTATION COMMITTEE

<u>MEMBER</u>	<u>VOTE</u>
ROSENDAHL:	YES
LABONGE:	ABSENT
ALARCON:	ABSENT
KORETZ:	ABSENT
PARKS:	ABSENT

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